EXHIBIT 9

SOLICITATION NO. EV 07-0027

TAMPERING INSPECTION REQUIREMENTS

Section A: REQUIREMENTS TERMS

Requirements Overview

The following Tampering Inspection Requirements define the emissions control components inspected at the Contractor testing facilities as well as the acceptable level of inspection by Contractor staff for each component.

Contractor Responsibilities

The Contractor is responsible for performing the most accurate vehicle inspection possible within the normal constraints of time and inspection definitions provided within the Contract. In the case of visual inspections for tampering, the Contractor is required to determine that all components of specific systems are present and properly connected, to the highest practical degree, as defined in Section B of this Exhibit. Tracing lines, hoses, and electrical wiring, which pass under components or are enclosed in bundles, exceeds the scope of a tampering inspection. The Contractor is not required to move or remove components to investigate perceived intentional deception. The Contractor is to visually determine that the specified system components are present and appear to form a functional system.

Section B: TAMPERING INSPECTION REQUIREMENTS

Definition

As defined by Arizona Administrative Code Rule R18-2-1001.58., “”Tampering” means removing, defeating, or altering an emissions control device which was installed at the time the vehicle was manufactured. For the purposes of this Article, defeating shall include failure to repair any malfunctioning emission control system or device”. Vehicles shall undergo a tampering inspection based on the original configuration of the vehicle as manufactured. The Emission Control Information Label or Engine Manufacturer’s Information Label (HDDV) shall be used to verify that the vehicle is in compliance with the tampering inspection of the specified system as defined in this Exhibit.

If the Emission Control Information Label or Engine Manufacturer’s Information Label (HDDV) is missing, then the Contractor’s inspector is required to use an Emissions Control Applications Manual (Mitchell/Cascade) to verify that the vehicle is in compliance with the tampering inspection of the specified system.

Tampering inspection, also called emissions equipment inspection, as defined in Arizona Revised Statutes § 49-542 and Arizona Administrative Code Rule R18-2-1006, requires visual inspection of specific vehicle emissions control systems as defined below. The intent of the following is to define the Department’s and inspection Contractor’s expectation for the application of above referenced statute and rule in the performance of tampering inspections (emissions equipment inspections).

Tampering inspections are applicable to all 1975 and newer model year vehicles to be emissions inspected.

In order to adequately complete a tampering inspection, Contractor personnel shall perform a visual inspection of the vehicle as follows:

1. Catalytic Converter (or converters): A visual inspection, as defined below, to determine the presence of a properly installed catalytic converter based on the original configuration of the vehicle as manufactured.

   Using an inspection mirror (if necessary), visually:

   a. Verify that the converter is undamaged (not crushed and free of holes, cuts or gashes that pierce through the outer and inner case.
   b. If air injection to the catalytic converter is required, verify that hose (or tubing) properly connects the air supply to the converter.

2. Air injection system (AIS): A visual inspection to determine the presence of an operational air pump. "Operational air pump" means an air injection system (AIS) to supply additional oxygen (air) into the exhaust system to promote further oxidation of HC and CO gases and to assist in catalytic reaction, as defined by Arizona Administrative Code Rule R18-21001.51. For further clarification, air injection systems include: pump, suction, pulse and reed types, including all valves, hoses, belts and electrical wiring and/or components based on the original configuration of the vehicle as manufactured.

   a. Visually verify that an air injection system, as defined above, is in place and properly plumbed, including hoses, electrical wiring and/or components.
   b. Contractor personnel performing the tampering inspection need not trace the hoses, vacuum lines or electrical wiring through bundles, behind or under components. Pulling or tugging to determine appropriate connection, is not within the scope of a tampering inspection. The components should visually appear to form a functional system based on the original configuration of the vehicle as manufactured.

3. Gas Cap: All emissions tested vehicles manufactured with vented gas caps or fuel tanks shall undergo a visual inspection to determine the presence of a gas cap (or caps for dual tanks). Non-diesel vehicles with valved gas caps, which cannot be tested for functionality, shall undergo the visual inspection defined below.

   Visually inspect for the presence of an appropriate cap; and for non-diesel vehicles with valved gas caps, a cap with a gasket and/or o-ring that is functional. A functional gasket/o-ring is defined as having no breaks that are likely to allow vapor leakage.

4. Evaporative Control System: In Area A, a visual inspection to determine the presence of all components or malfunction of the evaporative control system will include the vapor recovery canister (or canisters), lines, hoses, and electrical wiring and components based on the original configuration of the vehicle as manufactured.

   a. The vapor recovery canister lines, hoses, and electrical wiring and components shall be visually inspected without tracing lines, hoses, and/or electrical wiring which pass under components, or are enclosed in bundles and without moving or removing any other component for visual access.

b. Missing or damaged vapor recovery canister, hoses, and/or electrical components shall fail the visual evaporative control system inspection.

c. The evaporative control system lines, hoses, and electrical wiring shall be visually inspected for proper routing, connection, and condition, without moving or removing any other component. Contractor personnel performing the tampering inspection need not trace the hoses, lines, or electrical wiring through bundles, or behind or under components. Pulling or tugging to determine appropriate connection, is not within the scope of a tampering inspection. The components should visually appear to form a functional system based on the original configuration of the vehicle as manufactured.

Example: The vapor recovery canister is visible, but the hoses disappear under other components within a few inches of the canister. The label indicates that a secondary vent line is connected to the fuel tank vapor line. Visual inspection identifies both lines. Both lines disappear under the vehicle. A quick look to determine that both lines appear correctly routed will be sufficient to complete the tampering inspection. The components should visually appear to form a functional system based on the original configuration of the vehicle as manufactured. The scope of work does not include verification of the appropriate system components for the vehicle.

5. Positive Crankcase Ventilation System (PCV): In Area A, a visual inspection to determine the presence of the positive crankcase ventilation (PCV) system to include the PCV valve and hose(s), based on the original configuration of the vehicle as manufactured.

a. A visual inspection for the presence of the PCV valve and hose(s) based on the original configuration of the vehicle as manufactured. Components should visually appear to be functional, without kinked or damaged hoses based on the original configuration of the vehicle as manufactured.

OVERVIEW

When Contractor personnel are performing tampering inspections (emissions equipment inspections) they are required to perform a visual inspection for specific vehicle emissions control systems according to the criteria specified in this document. Any condition which is not specifically referenced in this document for the tampering item (disconnected hoses, lines, electrical wiring, connections, components etc.), but identified by Contractor personnel which would appear to make the system(s) inoperative shall be reason(s) for failing the tampering inspection.

The scope of the tampering inspection does not include touching or removing components or investigating for intentional deception, such as plugged hoses, or hoses which have been carefully tucked behind the engine. Contractor personnel shall not be required to move or remove components to perform a tampering inspection. However, proper performance of a tampering inspection requires that Contractor personnel understand the basics of each vehicle emission control system, as defined in the Contractor’s training program, and that the inspection produces a system that visually appears to be properly configured and connected based on the original configuration of the vehicle as manufactured.